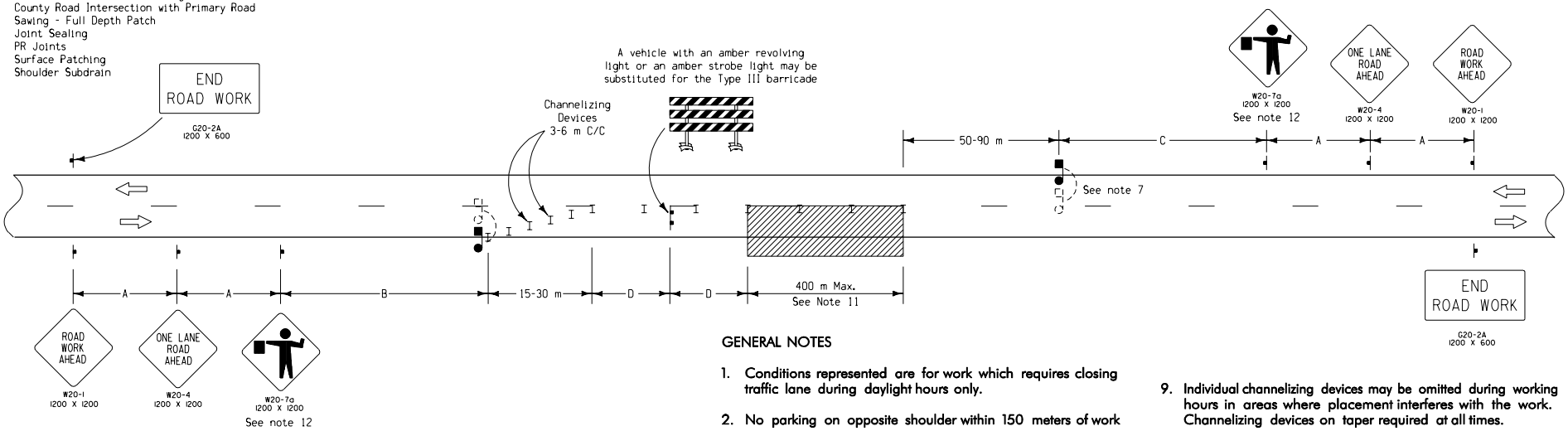
TWO-LANE ROADWAY

TYPICAL APPLICATIONS

Pavement Repair
Bridge Repair (When traffic signals are not required)
Guardrail Connections at Bridge
County Road Intersection with Primary Road
Sawing - Full Depth Patch
Joint Sealing
PR Joints
Surface Patching
Shoulder Subdrain



SPEED LIMIT (See note 6)	Approximate Sign Spacing (in meters)			
	"A"	"B" or "C" Range (See Note 10)	"B" + "C" Maximum	"D"
35 mph	75 m	150-900 m	1050 m	30-60 m
45 mph	105 m	210-900 m	1110 m	30-60 m
55 mph	150 m	300-900 m	1200 m	60-90 m

LEGEND

- Traffic Sign
- Flagger
- I Channelizing Device (Vertical Panel, Cone or Type I Barricade) (To be weighted)
- Type III Barricade
- Work Area

GENERAL NOTES

1. Conditions represented are for work which requires closing traffic lane during daylight hours only.
2. No parking on opposite shoulder within 150 meters of work area.
3. Channelizing devices may be placed up to 0.6 meters beyond centerline only at specific locations where actual work activity is taking place. Channelizing devices shall be returned to the centerline when the work activity has passed.
4. In general, spacing of channelizing devices thru a work area shall be as follows:
   (a) 5 meters where horizontal curve radius is less than 90 meters.
   (b) 15 meters where horizontal curve radius is from 90 to 300 meters.
   (c) 36 meters for all other cases.
   (d) An additional channelizing device shall be placed in the closed lane in advance of each coreout or hole that exists in the roadway surface of the work area.
5. Spacing of channelizing devices in a taper should be 3 to 6 meters. A minimum of 4 channelizing devices are to be used in the taper.
6. Speed limit refers to the legally established speed limit in miles per hour before construction.
7. The flagger shall stop the first vehicle from the position shown, then cross traffic lane to stop other vehicles.
8. An additional flagger shall be stationed at intersections or crossings within the work area, to prevent vehicles from entering the work area against the flow of traffic.
9. Individual channelizing devices may be omitted during working hours in areas where placement interferes with the work. Channelizing devices on taper required at all times.
10. "B" and "C" distances are to remain as near minimum values as work permits. However, to be able to move the work area without moving the advance signing. "B" and "C" distances may be varied within the limits of the Table. Maximum movement can be achieved by setting one "B" or "C" value at the minimum and the other value at its maximum.
11. With the approval of the Engineer, the length of the work area may, for a short duration, be changed to as much as 800 meters maximum to improve the sight distance to the flagger. In this event radio contact shall be required between the flaggers.
12. The word message sign "FLAGGER AHEAD", W20-7 may be used as an alternate to the symbol sign shown on this layout.

All dimensions given in millimeters unless noted.

METRIC VERSION

Iowa Department of Transportation
Project Development Division

STANDARD ROAD PLAN **RS-3**

REVISION: Metric conversion of Standard Road Plan RS-3 no. 5 (dated 2-23-93).

REVISION NO. 5

David P. Little 03-10-95
APPROVED BY DESIGN METHODS ENGINEER

REVISION DATE 06-06-95

TRAFFIC CONTROL LAYOUT FOR LANE CLOSURE LESS THAN 400 m IN LENGTH